

Inspection Report with SI&A Data

Structure Description: 473.92 Foot - 4 Span Steel continuous Stringer/Multi-beam or Girder

2 District: 05 **3 County:** Jefferson **16 Latitude:** 38°14'23.00" **7 Longitude:** 85°37'22.00"

7 Facility Carried: I-64 RAMP

Milepoint: 12.460

6A Feature Intersected: I-264

9 Location: AT JCT I-264

NBI	X
Element	X
Fracture Critical	
Underwater	
Special	

Structure Description: 473.92 Foot - 4 Span Steel continuous Stringer/Multi-beam or Girder

NBI CONDITION RATINGS			
58 Deck:	7	61 Channel:	N
59 Superstructure:	8	62 Culvert:	N
60 Substructure:	7	Sufficiency Rating:	85

GEOMETRIC DATA		
48 Max Length Span:		173.000 ft
49 Structure Length:		473.920 ft
32 Approach Roadway:		-3.281 ft
33 Median:		(0) No Median
34 Skew:		8°
35 Flare:		No Flare
50A Curb/Sidewalk Width L:		0.000 ft
50B Curb/Sidewalk Width R:		0.000 ft
47 Horiz. Clearance:		29.856 ft
51 Width Curb to Curb:		-3.281 ft
52 Width Out to Out:		37.300 ft
48 Max Length Span:		173.000 ft

DESIGN	
Substandard:	No
Fracture Critical:	No FC Details
43A Main Span Material:	(4) Steel Continuous
43B Main Span Design:	(02) Stringer / Girder
45 Number of Spans Main:	4
44A Approach Span Material:	Not Applicable
44B Approach Span Design:	Not Applicable
46 Number of Approach Spans:	0
107 Deck Type:	(1) Concrete-Cast-in-Place
108A Wearing Surface:	(5) Epoxy Overlay
108B Membrane:	(0) None
108C Deck Protection:	(1) Epoxy Coated Reinforcing
Overlay Y/N:	Yes
Overlay Type:	Epoxy
Overlay Thickness:	0.375 in
Overlay Date:	2013

ADMINISTRATIVE		
27 Year Built:		1994
106 Year Reconstructed:		0
42A Type of Service On:		(1) Highway
42B Type of Service Under:		(1) Highway
37 Historical Significance:		(5) Not Eligible
21 Maintenance Responsibility:		(01) State Hwy Agency
22 Owner:		(01) State Hwy Agency
101 Parallel Structure:		(N) No II Structure Exists
52 Width Out to Out:		37.300 ft

APPRAISAL	
36A Bridge Railings:	(1) Meets Standards
36B Transitions:	(1) Meets Standards
36C Approach Guardrail:	(1) Meets Standards
36D Approach Guardrail Ends:	(1) Meets Standards
71 Waterway Adequacy:	(N) Not Applicable
72 Approach Alignment:	(8) Equal Desirable Crit
113 Scour Critical:	(N) Not over Waterway
Recommended Scour Critical:	(N) Not over Waterway

CLEARANCES		
10 Vert. Clearance:		99.999 ft
53 Min. Vert. Clearance Over:		99.999 ft
54A Vert. Under Reference:		(H) Hwy beneath struct.
54B Min. Vert. Underclearance:		18.917 ft
55A Lateral Under Reference:		(H) Hwy beneath struct.
55B Min. Lat. Underclearance R:		17.500 ft
56 Min. Lat. Underclearance L:		10.670 ft
47 Horiz. Clearance:		34.000 ft

LOAD RATINGS	
63 Operating Type:	(1) Load Factor (LF)
64 Operating Rating:	75.0 tons
65 Inventory Type:	(1) Load Factor (LF)
66 Inventory Rating:	45.0 tons
Truck Capacity Type I:	tons
Truck Capacity Type II:	tons
Truck Capacity Type III:	tons
Truck Capacity Type IV:	tons

POSTINGS	
41 Posting Status:	(A) Open, No Restriction
Signs Posted Cardinal:	No
Signs Posted Non-Cardinal:	No
Field Postings Gross:	tons
Field Postings Type I:	tons
Field Postings Type II:	tons
Field Postings Type III:	tons
Field Postings Type IV:	tons

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12: Re Concrete Deck									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
SQ.FT	17,677	17,537	99%	140	1%	0	0%	0	0%
<ul style="list-style-type: none"> - An overlay was added sometime after 2013 inspection. Previous inspections noted that the deck has minor cracking, chips along the armored edges and some scaling just west of pier 3. - No deficiencies noted from above during 2015 inspection. - Stay-in-place forms prevent visual inspection of the bottom of the deck. - Cracking with efflorescence is present in the overhangs. 									

510: Wearing Surfaces									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
SQ.FT	16,113	16,113	100%	0	0%	0	0%	0	0%
<ul style="list-style-type: none"> - Overlay was added sometime after 2013 inspection. - No deficiencies noted. 									

107: Steel Opn Girder/Beam									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	1,896	1,868	99%	28	1%	0	0%	0	0%
<ul style="list-style-type: none"> - Some areas of surface rust are forming at paint peeling/failure locations. Mostly isolated to splice areas. 									

515: Steel Protective Coating									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	9,951.72	9,915.75	100%	10.06	0%	9.75	0%	16.15	0%
<ul style="list-style-type: none"> - See media tab for spreadsheet calculation of steel beam protective coating. - Peeling plate concentrated at splice locations, but a few other random locations. - Some locations of peeling paint have exposed steel with rust. - Worst appears to be at splices in span 1, east side of span 2, and west side of span 3. 									

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205: Re Conc Column

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	9	9	100%	0	0%	0	0%	0	0%

No deficiencies noted.

215: Re Conc Abutment

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	79	69	87%	10	13%	0	0%	0	0%

Abutments have minor cracks.

234: Re Conc Pier Cap

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	105	105	100%	0	0%	0	0%	0	0%

No deficiencies noted.

300: Strip Seal Exp Joint

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	72	37	51%	35	49%	0	0%	0	0%

Joint are filled with dirt and debris that does not appear to be restricting movement.

310: Elastomeric Bearing

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	16	16	100%	0	0%	0	0%	0	0%

- A5, G4 bearing is leaning slightly to the south otherwise no deficiencies noted.

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313: Fixed Bearing

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	4	4	100%	0	0%	0	0%	0	0%

No deficiencies noted.

515: Steel Protective Coating

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	0.56	0.56	100%	0	0%	0	0%	0	0%

- Avg thickness is 1.94in (0.16 ft). Length is 1.42 ft. Width is 2.83 ft. Protection area is 2 x 0.16ft x (1.42 ft + 2.83ft) = 1.36 sq ft per bearing. Use 1.5 sq ft per bearing for a total of 6 sq ft.

321: Re Conc Approach Slab

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
SQ.FT	1,850	1,850	100%	0	0%	0	0%	0	0%

- Approach slab was replaced after the 2013 inspection.
 - No deficiencies noted during 2015 inspection.

331: Re Conc Bridge Railing

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	948	781	82%	167	18%	0	0%	0	0%

Concrete barriers have minor vertical cracks with efflorescence and scrapes.

STRUCTURE NOTES

-An in-depth inspection was completed by consultant engineers in April 2007. A copy of the report is in the District 5 office file.
 -Bridge was painted after 2009 inspection. Paint date is 9-2010.
 - It appears that the approach slabs were replaced, an epoxy overlay was added, and joints were replaced sometime after the 2013 inspection. A. Porter 04/21/2015

INSPECTION NOTES

Standard Inspection by A. Porter and L. Boller (DLZ).

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WORK	
Action:	1062 - Paint-Structural
Generated by user "APORTER" on 4/22/2015 - Areas around splices have peeling paint with exposed rusted metal. Recommend cleaning and spot paint around all splices to prevent degradation of the spliced connection.	